

# The China Mail.

Established February, 1845.

VOL. XLII. No. 7283.

號六月二十一年六十八百八千一英

HONGKONG, MONDAY, DECEMBER 6, 1886.

日一千一十年戊丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 39, Cornhill. GOLDEN & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMADEE PRINCE & Co., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—SAYLER & Co., Square, Singapore. C. HEILMANN & Co., &c., Manila.

CHINA.—MACAO, F. A. DE CRUZ, Sociedad, CORLEON & Co., AMEE, NELSON, SHAWHAN, LANE, CRAWFORD & Co., and KELLY & WALSH, YOKOHAMA, LANE, CRAWFORD & Co., and KELLY & Co.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000  
RESERVE FUND.....\$4,500,000  
RESERVE FOR EQUALIZATION.....\$200,000  
OF DIVIDENDS.....\$27,500,000  
RESERVE LIABILITY OF PROPRIETORS.....\$27,500,000

COUNCIL OF DIRECTORS.  
Chairman—A. MOYER, Esq.  
Deputy Chairman—M. GROTE, Esq.  
Hon. J. BELL IRVING, H. HOPFUS, Esq.  
O.D. BOTTOMLEY, Esq. E. H. MATTHEWS,  
W.H. F. DALBY, Esq. T. R. TURNER,  
H. L. DAILEYFIELD, Hon. A. P. McEVEN,  
Hon. F. D. SASSOON.

CHIEF MANAGER.  
Hongkong, Thomas JACKSON, Esq.  
Acting Chief Manager—John WALTER, Esq.  
MANAGER.  
Shanghai, E. W. CAMERON, Esq.  
London BANKERS, London and County Bank.

HONGKONG.  
INTEREST ALLOWED:  
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.  
On Fixed Deposits—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. "  
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,  
Acting Chief Manager.  
Hongkong, August 28, 1886. 947

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$2500 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation, on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION,  
JOHN WALTER,  
Acting Chief Manager.  
Hongkong, June 7, 1886. 764

## Notices of Firms.

### NOTICE.

DURING my temporary absence my Business, of SHARE and GENERAL BOOKER, and AUCTIONER, also the Agency of MESSRS. CALDESSON, McGREGOR & Co. of Shanghai, will be conducted by Mr. W. KERFOOT HUGHES.

E. JONES HUGHES.  
Hongkong, November 11, 1886. 2150

### NOTICE.

THE Undersigned has this Day resumed the Practice of DENTAL SURGERY at Hongkong.

H. H. WINN, D.D.S.  
CONSULTING ROOMS, Bank Buildings, Queen's Road, opposite Main Entrance to Hongkong Hotel.

Hongkong, November 8, 1886. 2123

### NOTICE.

WE have Admitted Mr. JACOB SILAS MOSES a Partner in our Firm in Hongkong and China from the 1st January, 1886.

E. D. SASSOON & Co.  
Hongkong, November 24, 1886. 2236

## Notices of Firms.

### NOTICE.

We have authorized Mr. HARRY WILLIAM DICK to sign our Firm in Hongkong, per Procurator.

W. HEWITT & Co.  
Hongkong, December 4, 1886. 2300

### NOTICE.

We have authorized Mr. ED. MILLER to sign Bills of Lading in our Name from this date.

SIEMSEN & Co.  
Hongkong, November 29, 1886. 2274

## Intimations.

### NOTICE.

PARTIES interested in cargo being on board the *Saphire* at the time of the collision, which took place on the 29th November last, are requested to communicate with the undersigned in case they wish to consolidate their claims with that of the *Saphire*.

G. de CHAMPEAUX,  
Agent.

Hongkong, December 4, 1886. 2312

## GRIFFITH'S NEW VIEWS OF HONGKONG

ARE NOW READY,  
1, DUDDELL STREET.

## GRIFFITH & Co., MANUFACTURERS OF THE LONDON ERATED WATERS,

1, DUDDELL STREET,

CONTINUE TO SUPPLY:

SODA WATER, LEMONADE, TONIC, SALTZER, SANSAPARILLA, &c., &c., &c.

At the same Moderate Charges.  
Hongkong, June 9, 1886. 957

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and, RE-SHIP, or STORE GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN or MERCHANTABLES in First-Class Granite Godowns at Cheap Rates. ALSO COATS in specially constructed Sheds.

For the convenience of Commanders and Storers the Company's launch *Hongkong* will convey to and fro those interested FREE OF CHARGE, starting from the Peider's Wharf every hour from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to  
W. KERFOOT HUGHES,  
Agent,  
Pedder's Street.

Hongkong, February 17, 1886. 391

## DENTISTRY.

### FIRST CLASS WORKMANSHIP.

### Moderate Fees.

### MR. WONG TAI-FONG,

Surgeon Dentist,

(Formerly ARTICLED APPRENTICE and LATENT ASSISTANT to Dr. ROGERS.)

To the urgent request of his European and American patients and friends, has TAKEN THE OFFICES formerly occupied by Dr. ROGERS,

No. 2, DUDDELL STREET.

### CONSULTATION FREE.

Discount to missionaries and families.  
Soles Address.

2, DUDDELL STREET,

(Next to the New Oriental Bank.)

Hongkong, January 12, 1886. 66

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

THE Adjourned Extraordinary MEETING will be held at the Hongkong Hotel on FRIDAY, the 10th December next, at 3 o'clock p.m. Business: To arrange for the winding up of the Company.

WILLIAM LEGGE,  
for the Directors.

Hongkong, November 29, 1886. 2272

THE HONGKONG & MACAO GLASS MANUFACTURING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of this Company will be held at the REGISTERED OFFICE, Hongkong, on FRIDAY, the 10th December, 1886, at 3.30 o'clock p.m., for the purpose of confirming the Special Resolution passed at the Meeting of the Company held on the 26th November, 1886.

RUSSELL & Co., General Managers.

Hongkong, December 1, 1886. 2287

HONGKONG RACES, 1887.

WEDNESDAY, THURSDAY & FRIDAY,

the 23rd, 24th, and 25th February.

HONGKONG DERBY.

THE HONGKONG DERBY, a Sweep-

stakes of \$20 each, half forfeit if

declared on or before the date of closing

Entries, with \$10 added for 1st Pony and

\$50 for 2nd. For all China Ponies bond

£25 at date of entry (SATURDAY,

the 22nd January, 1887), First Pony 10 per

cent, Second Pony 20 percent, and Third

Pony 10 per cent. Weight 10 lbs.

Distance, One-mile-and-a-half.

NOMINATIONS close on SATURDAY, the 18th December, 1886, addressed to the Clerk of the Course, at the Hongkong Club.

By Order,

J. GRANT,  
Acting Clerk of the Course.

Hongkong, November 8, 1886. 2123

NOTICE.

THE Undersigned has this day resumed

the practice of DENTAL SURGERY

at Hongkong.

H. H. WINN, D.D.S.

CONSULTING ROOMS, Bank Buildings,

Queen's Road, opposite Main Entrance to

Hongkong Hotel.

Hongkong, November 8, 1886. 2123

NOTICE.

WE have admitted Mr. JACOB

SILAS MOSES a Partner in

our Firm in Hongkong and China from the

1st January, 1886.

E. D. SASSOON & Co.

Hongkong, November 24, 1886. 2236

## Business Notices.

### LANE, CRAWFORD & Co.

ARE NOW MAKING THEIR

## ANNUAL DISPLAY

### FANCY GOODS FOR PRESENTS,

### CHILDREN'S TOYS,

### CHRISTMAS CONFECTIONERY,

### COSAQUES & BONBONS.

LANE, CRAWFORD & Co.

Hongkong, December 2, 1886. 2292

## W. POWELL & Co.

### Fur Department.

One of the Largest and Best ASSORTED STOCKS in the East.

MUFFS, COLLARETS, MANTLES, JACKETS, SETS, TRIMMINGS, TIES,

MADE OF—SKIN, RABBIT, MUSKRAT, CHINCHILLA, LYNX, GOAT, OPOSSUM,

## To-day's Advertisements.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

The Co.'s Steamship *Douglas*, Capt. Horrocks, will leave for AMOY on WEDNESDAY, the 8th Instant, at 4 p.m.  
For Freight or Passage, apply to JARDINE, MATTHESON & Co., Agents.

Hongkong, December 6, 1886. 2318

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.  
The Co.'s Steamship *Formosa*, Captain Harris, will be despatched for the above Ports on THURSDAY, the 9th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, December 6, 1886. 2319

THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
The Co.'s Steamship *Esmeralda*, Captain Hamlin, will be despatched for the above Ports on THURSDAY, the 9th Instant, at 5 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, December 6, 1886. 2320

FOR SALE.

THE BRITISH BRIGANTINE *DONALDINA*, 249 Tons Register, 2 Years Old. Built in North America for 9 years A 1 ENGLISH Lloyds, and carries 470 Tons dead-weight on a shallow draft.

For Particulars, apply to GONSALVES & Co., Agents.

Hongkong, December 6, 1886. 2321

FOR SALE.

A GRAND PIANO by Karr, in good order, the Property of the CHORAL SOCIETY.

## To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Sarpedon*, Capt. CHIRIMES, will be despatched as above TOMORROW, the 7th Instant, at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 6, 1886. 2316

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Oreocles*, Capt. HUTCHINSON, will be despatched as above on SATURDAY, the 11th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 6, 1886. 2317

FOR SANDAKAN.

The German Barque *F. H. Drews*.

Captain ROTHEMUTH, will be despatched as above on THURSDAY, the 9th Instant, at Daylight.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, December 6, 1886. 2323

FOR NEW YORK.

The 3/3 L.1. Amer. Schooner *Haroldine*.

TRENTON, Master will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, December 6, 1886. 2321

DEPARTURES.

December 5.—

Kuang Lee, for Whampoa.  
Atlanta, for Saigon.

Pithos, for Shanghai.

Nanhang, for Swatow.

Hailoung, for Coast Ports.

December 6.—

Johann, for Toulon.

Redoubtable, French cruiser, for Singapore.

Nautilus, for Sydney.

Ulysses, for Amoy and Shanghai.

Pisces, for Singapore.

Clara, for Swatow.

Souchou, for Swatow.

Glenor, for Shanghai.

Zafra, for Amoy and Manila.

Changha, for Whampoa.

GEARED.

China, for Bangkok.

Namo, for Coast Ports.

James Watt, for Yokohama and Kobe.

Activa, for Swatow and Chefoo.

Signal, for Hailoung and Pakhoi.

Annie, for Hailoung.

ENOS SOULE, American ship, Capt. J. T. SOUL—Master.

FRED. P. LITCHFIELD, Am. barque, Capt. O. C. Young—Gonsalves & Co.

Hilda, British schooner, Capt. O. Olin—Captain.

CHARO BABUAN, British barque, Capt. Wm. Brown—Chinese.

Elsa, German brig, Capt. E. Schwartz—Chinese.

ENOS SOULE, American ship, Capt. J. T. SOUL—Master.

FRED. P. LITCHFIELD, Am. barque, Capt. O. C. Young—Gonsalves & Co.

Hilda, British schooner, Capt. O. Olin—Captain.

JOHN FRANCY, British ship, Capt. Thos. Ryan—Messageries Maritimes.

RALPH M. HAYWARD, Am. bar'line, Capt. Joseph Baxt—Arnhold, Karberg & Co.

SARAH HIGNETT, American ship, Capt. A. Morgan—Ed. Schellens & Co.

STRATHORN, British steamer, Capt. Wm. Hutchinson—Arnhold, Karberg & Co.

VENTURA, Spanish barque, Captain R. Estival—Renold & Co.

SHIPPING.

ARRIVALS.

December 4.—1886.

Tranquere, British str. 1,43, Logan, Saigon November 27, Rice—Rusell & Co.

December 5.—

Fookang, British steamer, from Whampoa.

Seelock, British steamer, 36 C. C. Kooch, Kuklo December 2, and Hoilow 4, Hailoung.

Kengnala, British steamer, 333 T. Hanin, Mania December 2, General—Russell & Co.

Signal, German steamer, 335 T. Bruhn, Pakhoi December 1, and Hoilow 3, General—Russell & Co.

Pakhoi, December 2, and Hoilow 4, Hailoung.

Hoilow, December 2, and Hoilow 4, Hailoung.

TRAVELLERS.

December 5.—

Kuang Lee, from Whampoa.

Pet Kwang, from Shanghai, 12 Chinese.

Pet Naun, for Swatow, 200 Chinese.

Pet Bullock, for Coast Ports, 2 European.

Pet Ulysses, for Amoy, &c., 5 Europeans.

DEPARTED.

Pet Juhon, for Toulon, 30 Chinese.

Pet Fushan, for Shanghai, 12 Chinese.

Pet Naun, for Swatow, 200 Chinese.

Pet Bullock, for Coast Ports, 2 European.

Pet Ulysses, for Amoy, &c., 5 Europeans.

SHARE LIST.—QUOTATIONS.

Stocks.

No. of Shares

Value.

Paid up.

POSITION PER LAST REPORT.

Reserve.

Balance f'word.

Last Dividends

Closing Quotations, cash.

PERIOD.

A NUMBER of cases of kidnapping were disposed of to-day at the Police Court before both magistrates. One kidnapper was sentenced to two years' hard labour, another to a year, and another to nine months' hard labour.

A PROSPECTUS issued by the Hongkong Hotel Company, Limited, calling for applications for mortgage debentures for \$200,000 will be found in another column. The debentures are to be issued at \$500 each, and are to bear interest at the rate of 7 per cent. per annum, payable quarterly; and they are being raised for the purpose of repaying the money temporarily borrowed by the Company for the purchase of the block at the corner of Pedder Street and the Praya at present occupied by Messrs. Melchers & Co. They are to be paid off on 31st December 1890. It is announced that the building of a new wing for the Hotel will be commenced almost immediately at an estimated cost of not less than \$40,000.

The position of the French in Tonkin is becoming every day more critical. The other day a Reuter's telegram brought the information that the French Agent at the frontier had been attacked and a Delimitation Commission captured; and now we hear that Hakkoi and Mongkai, two small towns between Pakhoi and Haiphong, both lying in French territory, have been captured by pirates. The news was brought to Pakhoi on the 30th November by a junk which touched there. From the statements made it would appear that the occurrence took place three days previous, i.e. on the 27th, and that the whole of the French Garrison at Hakkoi, 60 in number, and every foreigner in the place and also part of the garrison at Mongkai were slaughtered. We have every reason to fear that the information is but too true. The coast line between Haiphong and Pakhoi is studded with pirate nests, and the French have on more than one occasion already found out how formidable the foe was against whom they have to contend. Intermittent expeditions have been sent out from Haiphong to subjugate these pirates, but the French have as yet only managed to get temporary respite from the ravages made by the desperadoes. The position of matters is serious, not only for the French but for all the neighbouring coast, for if these pirates obtain many successes their number will soon swell and they will push out in all directions in search of new conquests. It is earnestly to be hoped that for the interests of civilization the French will endeavour to root out these pirate nests in a more thorough manner than they have yet attempted to do. But in view of the unsettled state of political affairs in France it is doubtful whether the French are prepared to make the necessary sacrifice in men and money.

The "Shiro" line steamer *Dembiburg*, Capt. Cumming, arrived at Yokohama on the 26th ultimo from Hongkong with the English mail on board. She made the passage up in less than seven days, which is exceptionally good for this season of the year.

Dr. H. N. Allen, who is in charge of the Government Hospital in Corea, has been honoured by the King of Corea with the rank of a nobleman of the second class, which is the same as that held by Mr. Möllendorff, and is at present enjoyed by another foreigner in the Kingdom.

On the arrival of the P.M.C.'s steamer *City of Sydney* at San Francisco on her last trip a number of tea boxes were found to contain \$2,000 worth of smuggled opium. While customs officers were examining the boxes the Chief Freight Clerk of the Company assaulted the Inspector in charge. He was to be arrested and charged.

The *Amoy Gazette* of the 2nd instant records the departure of Mr. Hopkins, of the British Consular service, from that port as follows:—Mr. L. C. Hopkins, H. B. M.'s Consul, left to-day by the *Nankee* for Hongkong en route to Pakhoi. Mr. Hopkins embarked about 4 p.m. in the Consulate gig and proceeded on board the steamer amidst an incessant firing of crackers which testify to the esteem and respect which Mr. Hopkins is held by his subordinates in the Consulate. We wish him safe voyage.

BETTER experiments at Otagawa with a 7-ton 19 cent. calibre gun for coast defence, manufactured at the Osaka Arsenal, gave excellent results, which precisely corresponded with the data upon which the gun had been constructed. Everything in connection with this new pattern ordnance worked well, though heavily tested, the carriage, projectile, &c., giving the highest satisfaction to the authorities. This must be a source of considerable satisfaction to Major Grillo, under whose instruction and whose designs the gun was constructed.—*Japon Mail*.

The *Nagasaki Express* of the 1st instant says:—News was received per a.s. *Hijo Mori*, from Corea, of the brutal murder of a Japanese woman by a Chinaman in Jejuian, on the 17th ult. From what we can learn, they were both in the employ of a foreigner, in the capacity, respectively, of housekeeper and "boy." It is reported that the latter made advances of an amorous nature to the former, which were rejected, in consequence of which he deliberately stabbed her fatally on the day above mentioned. The culprit was at once arrested, and conveyed to Seoul, there to be tried by the Chinese Resident. As there was no doubt of his guilt, and no extenuating circumstances whatever, he has most probably, ere this, suffered the full penalty of the law, a punishment which he undoubtedly deserved.

It is rumored that the old project for cutting across the great Peninsula of Europe by a canal from the Atlantic to the Mediterranean is likely to be revived. It is proposed to make use of the great waterway of the Gironde as far as Bordemix, and then to cut a canal right across the southwestern part of France to enter the Mediterranean near Narbonne.

The *Japan Gazette* of the 23rd ultimo says:—The latest tidings respecting the missing steamer *Plainmiller* are that she was seen off Sutts bay about 100 miles from Otaru, by Captain Stoddard of the Nippon Yusen Kaisha's S. S. *Totsu-maru* on the 9th or 10th instant. She is reported from Otaru to have been fully laden up to her watermarks, much more so than on her previous trip. She is supposed to have founded in the vicinity of Inabucho.

A Marine Court of Inquiry has been ordered by Captain Lucoster C. Keppel, of the *Cleopatra*, senior naval officer at Yokohama into the circumstances attending the non-arrival of the steamer *Plainmiller*, that vessel having sailed from Otaru on the 9th inst., for Yokohama, with a cargo of coal. The inquiry was to take place on the 30th ultimo at H. B. M. Consulate, before Mr. J. F. Hall, Acting Consul; before Lieutenant F. W. Barratt and Lieutenant R. C. Conner of H. M. S. *Cleopatra*; Mr. J. Edwards, master of the steamship *Sophocles*; and Mr. W. G. Bayne, merchant.

The *Amoy Gazette* of the 2nd instant says:—We are glad to learn that a meeting of the Consular body was held yesterday last week under the presidency of Señor Don Tomas Ortuño, the doyen of the Consular body, to consider the late proceedings of the Lekin runners. After some discussion it was decided to address a joint-note to the Taotsi protesting against the conduct of the Lekin runners specially in the case of Mr. Marcal. The protest was duly sent to the Taotsi, who, we believe, is taking active steps to sift the matter to the bottom. The thanks of the Foreign Communities of Amoy are due to the Consular body for the energetic manner in which it has looked after their interests, especially the Portuguese Community who owe indeed a debt of gratitude to Señor Don Tomas Ortuño for the pains he has taken in protecting an unfortunate Portuguese subject. The Portuguese Government who have appreciated in such a marked manner, to the great chagrin of Consul Carvalho, the services rendered by H. E. Minister Salcedo and Señor Consul Olmedo in affording protection to Portuguese subjects in China, during the Franco-Chinese war, will not, we are confident, be slow in making some recognition of the numerous services rendered to Portugal by Señor Don Tomas Ortuño. Mr. Marcal, the victim of the outrage perpetrated by the Lekin runners—who, by the way, is not the proprietor of this paper as the Hongkong press assert—is, we are glad to hear, in fair way of recovery.

Mrs. Leavitt, the lady Temperance Advocate and member of the White Cross Society, arrived at Shanghai from the North lately, and was to give a series of lectures there. Says the *Tientsin Chinese Times*:

Mrs. Leavitt has continued her address during the week, not confining herself to the single topic of Alcohol; but we are sorry to learn that the audiences, whether of ladies alone or at those meetings where both sexes were admitted, were disappointing. The reason probably is that the subject of Drink has been worn threadbare, and is hardly capable of exciting enthusiasm except in the popular places where masses can be swayed. Father and daughter without much difficulty in the majority of the meetings, and acquire a kind of warmth by the interaction of their own parties. Temperance advocates too, and in general all persons who identify themselves strongly with a cause, usually suffer from the fatal drawback of proving too much. Up to a certain point they carry the moderately reasonable portion of mankind with them; and if they were content to reform the world by instalments they might achieve solid success. But they soon half measure, oblige compromises, and revolt against lukewarmness. The consequence is they put themselves and their cause out of harmony with common life, become a mere voice crying in the wilderness, and exert no influence except among extremists like themselves. The crusade against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

The worst is when pleasures are condemned in the name of Christianity, which is thereby lowered to the level of Buddhism. The only argument against the amusements of life is also in hopeless opposition to the common sense of mankind, which is always sounder than the peculiar sense of any individual or sect. Because you are virtuous are there to be no more cakes and ale!

## IS CONSTANTINOPLE A BRITISH INTEREST?

A correspondent, signing himself 'Anglo-Philus,' writes a long letter in a recent issue of the *Daily Telegraph*, in which he argues that Constantinople is not a British interest. The following are the chief points in his argument:—

1. We are told that if England deserts Turkey we shall alienate our Mussulman subjects in India and induce them either to revolt or return to Russia. If this were true it is curious that the Crimean War, in which England spent eighty millions to save the Sultan, was followed almost immediately by the Indian Mutiny, during which the Musulmans showed not the slightest sign of gratitude from our championing of the Sultan. In 1878, Lord Beaconsfield championed Turkey at Berlin; yet Sher Ali, a Mahomedan Prince, threw himself immediately into the arms of the Czar, who had despised the Sultan, and resisted by intrigue and force the power that had befriended him. Whether we defend the Sultan or desert him is of little moment to the Musulmans of India, but whether we are strong ourselves is of considerable importance. One danger there does clearly exist. If we—united by Austria, Germany, or France—enter into a war with Turkey against Russia in defence of Constantinople, and if, which is possible, we were defeated in the struggle, the catastrophe would resound throughout the East and impel our position simply because of our defeat. Would it be wise to start our Indian Empire on such a doubtful fight?

2. It is said that Russia at Constantinople will be able to send a fleet into the Mediterranean, and thus affect our power. But the French fleet is nearly equal to our own; it belongs to a nation much more jealous of our dominions, and within an hour's steam of our coast; that nation controls also a military force at least six times our own. Turkey, though often regarded as a possible antagonist, Russia, became a Mediterranean Power, would not be stronger than England that she is now. She is at present almost invincible. We might bombard her Baltic towns, but we could not land an army on any part of her territory with any hope of success. Constantinople in Russian hands would be a second and more insatiable Subsidiary; it would be the heel of Achilles. An English attack on that city would be at least practicable; an English attack on the huge bulk of Russia now is something like a boy with a pony-knife pricking the sides of an elephant.

3. But 'Russia at Constantinople would endanger India.' Might it not be the other way? Do not even the greatest empires, however bold-contractor-like their capacity, need time to swallow and digest enormous meals? How long will it take Russia to capture Constantinople, to establish herself therein, to consolidate her conquest, to appear the Balkan States, to overcome the jealousy of Austria, Germany, and Greece? Is she likely at the same time to undertake the conquest of India?

4. It is argued that if England takes the lead in opposing Russia, Turkey will rise as one man, Austria will join in, Germany will clasp us on the back, and Italy apply us to the heel. I have not the slightest doubt of it. All these Continental Powers whose interest in opposing Russia is much greater than our own would be pleased to see us heading up the National Dove in doing this business. That was the mistake made by our forefathers in the time of Napoleon I. He was our deadly foe, and we were right to strike at him by land or sea wherever we had the chance. But

5. European domination was much more dangerous to Austria, Prussia, Russia, and the rest than to us. Yet we lavished subsidies on these Powers practically for fighting their own battle against a man who was their dangerous enemy from first to last, but who ceased to be a danger to England after the break up of the Army of Boulogne in 1805. We were the catapav and took the chestnuts out of the fire for the great Continental monarchies, handing over Europe from 1815 to 1848 to a detectable tyrant.

We shall make the same mistake now if we put ourselves in the forefront of this continuous struggle between the cross and the crescent in Europe and Turkey. My opinion is that we should base our policy on the facts. The occupation of Constantinople is a matter of the first importance for Austria, and through her of the third rank of interest for Germany. England must regard it as one only of fourth-class importance to herself.

## TRIAL TRIP OF S.S. GLENGYLE.

A home paper gives the following account of the trial trip of the new Glen Liner:—This vessel, built of steel, and engined by the London and Glasgow Engineering and Iron Shipbuilding Company (Limited), to the order of Messrs. McGregor, Gow & Co., London, for their Glen Line of steamers between this country and China, went on her speed trials on Friday. Her principal dimensions are—Length, 370 feet; breadth, 46 feet; depth, 34 feet 6 inches; and her tonnage 3460 tons gross. She has been constructed under Lloyd's special survey for the 100 At class, and scantlings considerably in excess of the requirements, and also in accordance with the Admiralty requirements in respect of bulkheads, &c., &c., for transport service. As in the other recently constructed steamers for the Glen Line she has a long, low bridge-house, and topgallant forecastle, with chart-room and wheel-house, and flying bridge over the main bridge-house amidships, by means of which distinctive features the amplest and most suitable accommodation in every respect for comfort, convenience, and ventilation is secured. The vessel has two steel decks, with all the upper decks of tank, and all the deck-work and fitting where not of iron or steel, of tank. Within the poop is spacious accommodation for 20 first-class passengers, with doctor's cabin and other cabins, and amidships, in the bridge-house, accommodation for a number of second-class passengers is provided. The saloon is tastefully fitted up in polished wainscot, maple, and satinwood, with solid oak capitals and cornices and silver mountings, and on the polished hardwood panels all round are chaste hand-paintings characteristic and emblematic of the company and of the vessel's name. The saloon furniture is all of solid oak, the dining chairs being of the revolving description and suitably carved, and the lamps and general hardware fittings are plated in silver. The most careful attention has been given to the feature of ventilation in connection with the saloon and state-rooms, to secure the utmost comfort possible. In addition, the thorough and effective ventilation of the hold and tween decks has been carefully safeguarded, and completely attained where the single homeward cargo tea will be kept fresh and uninjured. Throughout the vessel the most efficient and powerful appliances of every kind and description have been provided for safety in case of navigation and handling at sea, in port, and her rapid and economical loading and discharging of cargo. The machinery of the *Glenyle* consists of a set of triple expansion engines, with cylinders 34, 42, and 57 inches diameter and a stroke of 64 inches, and three double-ended

steam turbines, working at a pressure of 140 lb. and indicating 3500 horse-power. One special feature of the engines, among others, is the adoption of Joy's patent valve gear, which dispenses with the more cumbersome and less effective link motion and eccentricities for working the valves. The builders have before now adopted this valve gear, which on every occasion has proved eminently satisfactory. The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.

The machinery throughout is best designed and most efficient, and builders are particularly successful, substantial, and high-class engineers.